Marine1 Surveying, LLC

The Yacht and Small Craft Survey Service

2001 Sea Ray 270 Sundancer

"Infinity"

Helping Boaters, Insurance Providers, And Lenders Make Informed Decisions

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Report of Marine Survey

Of The Vessel

"Infinity"

2001 Sea Ray 270 Sundancer

Conducted by
Eric Dickerson, SAMS®,SA®

Member of:
Society of Accredited Marine Surveyors®(SAMS®) and American Boat and Yacht Council (ABYC)

PREPARED EXCLUSIVELY FOR:

Mr. Buyer

April 19, 2013

Helping Boaters, Insurance Providers, And Lenders Make Informed Decisions

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Buyer, the attending surveyor conducted a Pre-Purchase Marine Survey of the *2001 Sea Ray 270 Sundancer, "Infinity"* on April 18, 2013 from 1000 hours to 1520 hours where she lay afloat at slip #: B-37 at the Gainesville Marina, 2145 Old Dawsonville Highway, Gainesville, Georgia 30501 (770-536-2171). The Hull Identification Number (HIN), XXXXXXXXXXX, was verified from the transom. The vessel does not appear to be a United States Coast Guard (USCG) documented recreational vessel. The state registration papers were on board an appeared to be in order, state validation sticker and state registration number were sighted on the port and starboard bow. A sea trail was performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The reason for the survey was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report were taken at clean and dry locations with an Electrophysics Moisture Meter Model GRP33. It should be noted that moisture meter readings on a fiberglass vessel are only indicators and are not absolute since the composition of the laminate, surface coatings, and the anti-fouling bottom paint may greatly affect the readings. AC (shore power) and DC (battery power) was used to check operation of the electrical systems specified in this report only.

No reference or information should be construed to indicate any of the following:

1. *Evaluation of the internal condition of the engine(s) or the propulsion system's operating capacity.*

2. *Electronic equipment was checked for ''power up'' only and was not field or bench tested.*

Unless specifically stated otherwise in this report, this surveyor visually inspected this vessel without removal of any fasteners, fixed or semi fixed structures or equipment, and has not dissembled any hull structures. Therefore, due to this visual inspection this survey report does not cover latent defects not readily discovered without such removals and disassemblies. Locked compartments or otherwise inaccessible areas would also precluded visual inspection. The buyer is advised to open up all such areas periodically for self-inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

Where installation of double hose clamps are recommended throughout this report, it is understood that double clamps should be installed where there is sufficient length of tailpiece/pipe available and hose length overlap to allow correct installation. No clamp shall be installed closer than 1/4" to the end of the hose and must fully engage the tailpiece/pipe or fitting. Any clamp extending over the end may cause the hose to be cut internally or force the hose off the fitting and is an incorrect installation.

Solid, unperforated type hose clamps utilizing 316 stainless steel with rolled edges are recommended for all hose to pipe joints particularly when located below the waterline.

I. INTRODUCTION

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE USCG, UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY ABYC AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY BUT, COMPLETE COMPLIANCE WITH SUCH STANDARDS VARIES WITH THE INTENDED SERVICE OF THE VESSEL, AND IS NOT GUARANTEED.

Images supplied with this report were produced with a Kodak Z5010 digital camera and represent a true and accurate representation of the subject at the time the image was taken.

NOTE:
1. This report is issued for the exclusive use of the individual, financial institution and/or insurance company as may be specifically identified upon in this surveyor's report and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any entities or persons that are not identified herein are hereby advised that any dissemination, distribution or copying of this report is strictly prohibited; no such entity or person shall have any right to rely upon the contents of this surveyor's report.

2. In the event that this surveyor is called upon, after rendering a Marine Survey of Report, to explain, modify or supplement the report, or its contents, or should the surveyor be called upon to render expert advise, testimony or to provide survey expertise in any dispute in litigation (or not), the surveyor will be compensated by the owner/insured in accordance with the fees customarily charged in the surveying industry.

LIMITED LIABILITY:
1. As noted in the Agreement of Survey. The survey, which is subject of this report, was conducted in accordance with the generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer nor does he posses any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment.

2. Surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report.

3. In no event shall the legal liability of the undersigned exceed the fee paid for this survey report, regardless of the claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty, or otherwise.

ATTENDING SURVEYOR:
Eric Dickerson, SA

GENERAL INFORMATION

FILE NUMBER:	27PRE003EO
SURVEY PREPARED FOR:	Mr. Buyer
NAME OF VESSEL:	"Infinity"
TYPE OF SURVEY:	PRE-PURCHASE
OVERALL VESSEL RATING:	**** AVERAGE
ESTIMATED MARKET VALUE:	** *Vessel only: $31,000. w/Trailer: $34,500.*
ESTIMATED REPLACEMENT COST:	** *$132,000*
YEAR/MAKE/MODEL OF VESSEL:	2001 Sea Ray 270 Sundancer
BUILDER:	Sea Ray Boats
HULL IDENTIFICATION NUMBER (HIN):	XXXXXXXXXXXX
STATE REGISTRATION NUMBER:	XX XXXX XX
OWNER'S NAME AND ADDRESS:	Owner Info.
PLACE OF SURVEY:	Slip #: B-37 at Gainesville Marina, 2145 Dawsonville Highway, Gainesville, Georgia 30501 (770-536-2171)
HULL MATERIAL:	Fiber Reinforced Plastic, * resin: vinylester
HULL TYPE:	*** Deep-V
LENGTH OVER ALL (L.O.A.):	* 29'10" with swim platform
BEAM:	* 9'2"
DRAFT:	* Stern drive down: 43" / Stern drive up: 23"
DISPLACEMENT:	* 7,500 lbs
PROPULSION SYSTEM:	Single engine, 7.4L MPI, V-8, 310 HP, MerCruiser with Bravo III outdrive
FUEL TYPE:	Gasoline
FUEL CAPACITY:	* 100 gallons
AC POWER:	One (1) 125 volt, 30 amp shore power inlet
DC POWER:	12 volt
FRESH WATER CAPACITY:	* 28 gallons
HOLDING TANK:	* 28 gallons
INTENDED USE/BUYER:	Recreational Great Lakes cruising
INTENDED CRUISING AREA:	To be underwriter assigned

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications
** Refer to Summary and Valuation Section
*** Per Powerboat Guide
**** Per Buc Book

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of Marine Survey:*

APPEARS:
Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:
Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE:
Sufficient for a specific requirement.

POWERS UP:
Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:
New or like new.

GOOD CONDITION:
Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:
Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:
Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:
Use of * in the body of this report will indicate that a finding will be listed in the *"Findings and Recommendations"* section pertaining to the * item.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL/TYPE: Molded FRP (Fiber Reinforced Plastic). Deep-V, planing type, with a moderate sheer line and a reported 21 degree dead rise.

* EXTERIOR HULL: [C1] Topsides are a white gelcoat, Sea Ray refers to the gelcoat as arctic white, with gold and black boot stripes. The port topsides has two (2) gouges, approximately three (3) inches each, on the amidships area. Owner states that he will repair these two (2) gouges. The black boot stripe is worn along a majority of the bottom edge throughout and two (2) spots, on the port side, are worn the for most of the thickness of the stripe. The gelcoat on the port side sheer line, located in the area below port lights, is dull for an estimated area of two (2) feet. Owner states that this was due to the removal of a decal and not a repair. Overall the gelcoat finish is good condition. White polymer rubrail with stainless steel insert encompasses the sheer line. The rubrail has minor scratches on the stainless steel insert and one minor area of surface rust sighted, overall in good condition and well secured.

BULKHEADS: Unable to inspect due to the liners and trim.

STRINGERS: Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Percussion sounded the engine mount stringers where accessible with unremarkable results. Stringers in the engine space appear serviceable.

STEM: Forward raked stem of FRP with bow eye. Good condition.

* TRANSOM: [C2] FRP forward curved style transom with white gelcoat and non-skid in key areas and lettering (name of vessel). The transom is fitted with a transom door, an accessory storage locker (needs to be cleaned on the inside and pneumatic cylinder will not hold locker in open position), shore power cord inlet, stainless steel grab rails, stern light port connector, and two (2) stern eyes. A swim platform is mounted to the transom with a swim ladder/reboarding ladder that is deployable by person in the water. Below the swim platform, the transom is fitted with an outdrive, trim tabs, and drain fitting. Transom area is in good condition and all items serviceable and well secured. Moisture meter and percussion sounding revealed unremarkable results. The swim platform has two (2) noticeable chipped and gouged areas to the gelcoat along the edge and rub rail is marked from rubbing. The owner states he will repair the noted gelcoat areas on the edge of swim platform.

* BILGE: [C3] Engine space bilge is a gray gelcoat and it is dirty with oil residue and has an estimated one (1) inch of water. The engine space gelcoat appears to be in good condition where sighted.

* CHAIN LOCKER (DRAINAGE): [C4] The chain locker and hatch drains overboard on port and starboard bow. Access from bow of deck. Standing water sighted at the hatch drain and locker drain.

DECK CONSTRUCTION

MATERIAL/TYPE: Molded FRP open foredeck and side decks with white gelcoat finish and non-skid surface in key areas. Finish is in good condition.

HULL-TO-DECK JOINT

TYPE: The hull to deck joint appears to be of the deck overlap type. Method of attachment not sighted. Appears to be serviceable.

DECK FITTINGS

BOW RAIL: Stainless steel bow rail with stanchions welded to fitting and fastened to rail, serviceable. Stanchion base mounts appear well secured, no corrosion sighted.

TOE RAILS: Molded FRP toe rails, part of deck layup. Good condition.

SCUPPERS: None sighted. Decks appear to drain by channeling overboard

CLEATS: Eight (8) stainless steel cleats strategically located. Serviceable.

DECK SURFACE: The deck/cabin top was percussion tested with a phenolic hammer and with a moisture meter. Moisture meter indicated moisture around the windlass and foot switches. Percussion sounding around the windlass and foot switches revealed unremarkable results. The other areas of the deck surface proved unremarkable results from testing.

ANCHOR PLATFORM: Stainless steel anchor platform with double bow roller assembly. Serviceable.

SUPERSTRUCTURE

MATERIAL: Cabin house and deck are one unit molded FRP. White gelcoat with gold and black striping, in good condition.

DECK HATCHES: One (1) opening hatch over V-berth, appears to be aluminum framed with lexan clear plastic, serviceable. Meets ABYC H-3 3.5 standards as a secondary means of exiting in an emergency. The retractable privacy screen for the hatch over V-berth is worn (renew if deemed necessary). The anchor locker hatch is located on the bow, serviceable.

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE *(continued)*

WINDOWS/PORTS/DOORS: Five (5) total stainless steel framed glass portlights (two (2) on each side of cabin house and one (1) in cockpit under sun lounger) in good condition. Main salon is gained by a door (sliding & lockable) - fiberglass w/Integral steps and stainless steel grab rail (for access to deck by way of a walk-thru windshield) serviceable and in good condition. The screen for the portlight in the mid-cabin berth is torn (renew if deemed necessary).

SUPERSTRUCTURE HOUSE TO DECK JOINT: No stress cracks sighted at the seamlessly molded joint.

BRIDGE DECK

TYPE/MATERIAL: Open cockpit style bridge. The helm station is starboard with double, white vinyl cushioned with gold piping, helm seat w/flip-up thigh-rise bolster & FRP base seat with storage locker. The vinyl seat has two (2) minor tears in the vinyl (repair or renew if deemed necessary). Helm station is molded FRP with tan gelcoat containing, chart cover, and storage compartment, in good condition. The sole is FRP with non-skip under snap in carpet, carpet is in fair condition.

WINDSHIELD: Tempered and tinted curved glass w/walk-thru & stainless steel supports. Good condition.

* COCKPIT: [C5] Aft cockpit with port side sun lounger, aft facing seat, table, and aft bench seat. The seating is white vinyl cushions with gold piping. The back cushion for the aft bench seat has a large area of discoloration. The coaming cushion for the port side sun lounger has a large tear in the vinyl. The bottom cushion for the port sun lounger was not onboard, owner stated that the cushion was at the upholstery shop for repair. Storage is provided by side panels and molded FRP storage bases under the aft removable cushions. The Main DC breaker panel and battery switch is located on the port side. A transom shower is located on the port side and appears in good condition, not tested due to no water in tank. Cup holders are installed at helm area and cockpit area. Grab rails are strategically located in helm and cockpit area, well secured. Indirect lighting is operable. The sole is FRP with non-skid covered with snap in carpet, carpet is in fair condition. The cockpit sole is also the hatch for the engine compartment, serviceable (pneumatic cylinder assisted), and is self bailing. Transom door allows access to and from cockpit from swim platform and is well secured and aligned.

* BIMINI/COVERS: [C6] Two (2) tan canvas type material with stainless steel tubular support structure. Each bimini retracted and covered at time of survey. Each bimini not fully inspected, cover was unzipped only. The forward bimini's zipper is torn. The rear bimini appears serviceable. A cockpit cover sighted in the transom locker, condition not inspected. What appears to be a camper package sighted beneath the helm seat in the storage locker, not inspected. Support structure is serviceable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

* ACCESSORIES: [B1] Dock lines of various sizes and lengths sighted and appeared serviceable. Two (2) butane cylinder cartridges sighted in galley area, one is loaded in stove. A container of machinery fluid sighted in engine space (Recommend that all spare filters/parts and fluids be checked for correct type and condition). A bilge heater is installed in engine space, not tested, temperature activated.

* BOAT TRAILER: [B2, C7] Mfg: Williamson Ocean Trailer. VIN: 109FS303XU021563. Year: 1999. Model #: BTS30933. Weight Rating: 15,000 pounds. Fair Market Value: $3,500.

  This is a three axle, metal framed with cross members, and powder coated trailer. The powder coating is worn in small areas throughout trailer exhibiting surface rust/corrosion, appears to be structurally sound. Surface rust/corrosion sighted on safety chain, coupler latch, and winch area. The winch and coupler appear serviceable. The jack leg is welded to frame and appears serviceable. Fenders and steps are in good condition. Four (4) bunks covered with carpet support the vessel and appear serviceable (one bolt from bunk was removed by owner due to being loose and scratching bottom of boat during loading and unloading of vessel). Bow roller and support appear in good condition. The port third tire and starboard first tire are missing lug nuts. The starboard first tire is missing bearing grease cap. The trailer is equipped with a spare tire holder, no spare tire (Note: Recommend a spare tire of correct size is mounted on the trailer). Tire and wheels appear serviceable (Note: Recommend tires are checked for proper inflation prior to pulling). The lights and electrical braking system appear serviceable (Note: Test when hooked to trailer prior to pulling). The first axle has a dent in outer metal cover, does not appear to affect the axle.

  THE TRAILER HAS NOT BEEN INSPECTED OR SURVEYED IN DETAIL beyond an appraisal of approximate value, based on overall appearance. Any identifying details sighted on the trailer have been included in this portion of the survey report. This is not a guarantee for DOT certification or requirements.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

ACCOMMODATIONS: A mid-cabin berth, a dinette to port, a forward V-berth (w/mirror), a galley and a head/shower (w/mirror) to starboard make up the layout. Head is equipped with vacuum flush toilet and sink with retractable shower head. Adequate storage provided by upper and lower cabinets and lockers. A trash can is located beneath the second stair in the companion way.

* JOINERY AND FINISH: [C8] All of the cabinetry and doors are well fitted and finish is in good condition. The small amount of wood trim is in good condition. The gold plastic trim in salon area is peeling and showing discoloration.

INTERIOR BULKHEADS: The interior bulkheads are finely fit where sighted.

* WATER INTRUSION SIGNS: [C9] Mid-cabin mattresses has water stains and beneath the mattresses is wet. Owner states this was caused by having the mattresses cleaned. No water intrusion signs sighted due to leaks.

HEADLINERS: Padded vinyl headliner in cabin areas. In good condition.

FABRIC AND CUSHIONS: The general appearance of the cushions and fabrics reflect good care and normal wear and tear. All in good condition

* FLOOR: [C10] Sole is FRP and covered with carpet. Carpet is loose (unglued from sole) and stained.

HEADS: One (1) head with vacuum toilet, vacuum generator powered up but not fully tested due to no water in tank. Shower was not tested due to no water in tank. Plumbing appears serviceable where sighted beneath sink and in engine space.

FAUCET FIXTURES: The faucet fixtures and sinks were not tested due to no water in fresh water tank. Appears in good condition. (Note: Recommend that the fresh water tank is filled and system checked for proper operation and leaks).

LIGHT FIXTURES: An adequate array of lighting fixtures both 12 volt and one (1) 110 volt AC type throughout the vessel provides good lighting flexibility. All lights are operable.

VENTILATION: Provided by opening companionway sliding door, portlights, and deck hatch. Also, reverse cycle air conditioning. Adequate natural and power ventilation.

GALLEY

LOCATION: Starboard side of salon area.

SINKS: Single stainless steel sink (w/Corian insert) mounted in a Corian counter top. Good condition.

* REFRIGERATION: [C11] Norcold refrigerator with dual voltage, DC 12 volt and AC 120 volt. Serviceable. Door has a small puncture on front.

STOVE/OVEN: Kenyon single burner butane stove. Appears to vent overboard on starboard topsides. Operable.

MICROWAVE: General Electric AC 110 volt. Operable.

PROPULSION

MAIN ENGINES

TYPE: Single engine gasoline, 7.4L, Multi Point Injection, V-8, 310 HP.

MANUFACTURER: Mercury-MerCruiser.

SERIAL NUMBERS: Not visible, worn and faded.

INDICATED HOURS: Hour meter reading: 289.3.

* THROTTLE CONTROLS: [C12] Single mechanical lever/cable type at helm station. Shift & throttle lever w/trim switch & ignition cutout switch. Serviceable. The safety lanyard for ignition cutout switch is disconnected and in poor condition.

FLAME ARRESTOR: Yes, USCG approved.

ENGINE MOUNTS AND BED: Main engine beds are heavy FRP longitudinal stringers. In conjunction, adjustable motor mounts are bolted to the stringers and are used to adjust the propshaft alignment as well as secure the engine to the hull stringer structure. Appears serviceable and well secured.

* DRIP PANS: [C13] None Sighted.

LUBRICATION: Level and Condition: Full and good condition, clear in color. Filters: Engine mounted spin on/off canister type filters, no leaks sighted.

VENTILATION: Power blower with flex pick-up tubing. Natural flow ventilation provided by hull vents. Appears adequate.

* EXHAUST SYSTEM: [A1, C14] Underwater wet exhaust. Hose to pipe joints are double clamped on port and starboard side of engine. The starboard exhaust is leaking at the vertical hose to pipe connection. Owner states that he will have repaired. Minor corrosion stains sighted on exhaust manifolds/risers.

PROPULSION

MAIN ENGINES *(continued)*

INSULATION: Aluminized foam rubber sound deadening insulation was noted in engine room. Appears adequate.

ENGINE ALARMS: Low oil pressure alarm and coolant over heat warning audible at helm station. Appears serviceable.

COOLING SYSTEM

TYPE: Raw water cooled wet exhaust.

HOSES AND CLAMPS: Re-inforced rubber hoses are single clamped and well routed and supported, where sighted on the engine.

BELTS AND PULLEYS: Appear to be serviceable, aligned, and have proper tension.

NOTE: The thermostat housing has surface rust at hose connection. No leak sighted, monitor.

OUTDRIVE

TYPE: Bravo III, drive ratio: 2.00 R.

MANUFACTURER: Mercury. Serial #: OM107972.

FLUID LEVEL AND CONDITION: Reservoir level appears below normal (note: fill outdrive oil reservoir to manufacturer's recommended level). The condition is good with no signs of water intrusion, color: blue.

CONTROLS: Single mechanical lever/cable type at helm station. Shift & throttle lever w/trim switch. Power trim motor is located in engine space, starboard aft corner. Powered up and no leaks sighted. (Note: Recommend that he power trip motor is cleaned).

* TRANSOM ASSEMBLY: [B3] A small amount of water and surface corrosion sighted on the interior of the assembly.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

MATERIAL/SIZE: Appears to be one (1) polymer type. Capacity: 100 gallons. Top sections of tank sighted only. No leaks sighted and no fumes noted. Appears serviceable.

SECURED: Method not sighted due to limited access.

LOCATION: Mounted athwartships and center, forward of engine.

MANUFACTURING LABEL: No labels sighted, limited access. (Note: ABYC recommends labels shall be readable as positioned on installed tanks. Per ABYC H-33. 33.10.3).

FILL PIPE LOCATIONS: Port side decks, clearly marked for gas.

FILL PIPE GROUNDED: Not sighted due to access.

FILL PIPE MATERIAL: Appears to be a USCG approved hose. Appears serviceable.

FUEL LINES AND FITTINGS: Both supply and return appear to be flexible hose with copper alloy fittings. Hoses connections are double clamped were sighted. Appears serviceable.

VENT LOCATION: Fuel vent located in gas cap at deck fill. Appears serviceable.

ANTI-SIPHON VALVE: Not sighted

FUEL FILTERS: Fuel filter/water separator type sighted, engine mount spin on/off type. No leaks sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: Battery powered 12 volt system.

* BATTERIES: [B4] Two (2) lead acid Interstate cranking batteries. CCA: 800 & MCA: 1000. Batteries are not secured and terminal protection covers are loose. Corrosion sighted on terminal connectors.

MAIN BATTERY SWITCHES: Type: Guest rotary selector with positions one (1), two (2), and Both. Switch is located in the Main DC breaker panel, port side of cockpit. Serviceable.

PANEL: Overcurrent Protection: Circuit breakers - all are labeled and appear serviceable. Location: Main DC electrical panel in cockpit.

TYPE CONNECTORS: Round Lugs: Captive type, serviceable where sighted.

ROUTING/SUPPORT: Appears wiring is boat/marine grade wiring and installed in compliance with ABYC E-11 standards. Well routed and supported where sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM) *(continued)*

CHARGING SYSTEM: Alternator on main engine and battery charger. Alternator: 12 Volt. Mfg: Mercury Marine. Part #: 862031. Size: 65 amp. Battery charger: Marine grade 115 AC. Mfg: Guest. Model #: 2520C. Size: 20 amp. Serviceable.

OUTLETS: 12 volt receptacles sighted at various locations on vessel. Appears serviceable.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET: Number: One (1). Location: Inside transom locker, starboard side of locker. Weather Protected: Yes, Marinco brand with plastic cap. Rating: 125 volt; 30 amp. Serviceable.

SHORE POWER: Cord: One (1) 30 amp, yellow vinyl. Appears serviceable.

MAIN BREAKER: One (1) inside transom locker directly above shore power connection. Appears serviceable.

AC SOURCE SELECTOR SWITCH: Switch type: Rocker style on/off. Location: Starboard side of main salon in AC electric panel. Serviceable.

BRANCH BREAKERS: Number: Five (5) individually switched branch breakers. Location: AC electrical panel, main salon. All labeled and serviceable.

CIRCUIT LOAD MONITORS: Analog voltage meter in AC electrical panel. Meter readings within normal limits during survey. Serviceable.

CONNECTIONS (TYPE): Not sighted due to limited access.

WIRE TYPE (SIZE AND RATING): Not sighted due to limited access.

ROUTING: Not sighted due to limited access

OUTLETS: Various AC outlets available throughout vessel, appear adequate and conveniently located. GFCI (ground fault circuit interrupter) outlet sighted in head, tested and serviceable.

POLARITY: All sighted outlets were tested for: open ground, open neutral, open hot, hot/ground reverse and hot/neutral reverse. Tested correctly wired/normal. A reverse polarity indicator is located in the electrical panel.

GALVANIC ISOLATOR: Inside the transom locker, directly above the main breaker, is a label that states: 'Galvanic Isolator installed on reverse side of bulkhead'.

GENERATORS AND INVERTERS

TYPE: Not installed.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS: One (1) plastic type tank located port side in forward area of engine space. Capacity: 28 gallons. Appears in good condition.

* INSPECTION/CLEANING ACCESS: [C15] None Sighted.

FILL PIPE LOCATION: Port stern deck, clearly marked for water.

VENT PIPE LOCATION: Appears to be port topsides.

PUMPS: A 12 volt demand diaphragm type water pump, mounted atop the hot water tank, powered up. Could not be fully tested due to no water in tank.

FILTERS: Appears a water pump filter is in line on the intake side of pump. (Note: Clean each season).

HOSES AND CLAMPS: Fill hose is flexible hose with single clamp to tank, appears serviceable. Supply lines are blue (cold) and red (hot) polyethylene tubing with quick-connect fittings, appears serviceable. (Note: Recommend that water tank is filled and water system inspected for full operation and leaks).

DOCK SIDE PRESSURE REGULATOR: Mounted in the transom locker, starboard side, for connection to dock side water supply. Not tested.

NOTE: Fresh water wash down connection is located in the transom locker, starboard side. Appears serviceable.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

* TYPE: [C16] 120 volt AC electric marine grade water heater. Mfg: Atwood. Model #: EHM-6-SM. Capacity: six (6) gallons. The unit is corroded at the bottom. Not tested due to no water in tank.

PRESSURE RELIEF VALVE: Copper pressure relief valve built into tank. Drainage: Flexible hose clamped to valve and appears to be plumbed overboard on port topsides. Appears serviceable.

HEAT EXCHANGER AND PLUMBING: Engine supplied heat exchanger. Hoses and clamps appear to be in good condition.

SANITATION

SANITATION (BLACK WATER)

HEAD TYPE: One (1) head, vacu-flush system, fresh water supplied. Vacuum generator powered up. Not fully tested, system is still winterized. Appears serviceable.

M.S.D TYPE USCG SYSTEM: Certification Type: MSD USCG Type III (holding tank). Material: Plastic type. Capacity: 28 gallons. Location: Starboard side, outboard of engine. Appears in good condition.

DISCHARGE HOSES AND CLAMPS: Black sanitation hoses with double clamps sighted. Appears serviceable. No overboard board discharge plumbing sighted.

PUMP-OUT LOCATION: Starboard side deck, clearly marked waste.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS: The basins on the vessel drain to topside thru-hulls in immediate area of basin. The head shower drains to a sump and is pumped overboard on port topsides by a Rule 800 GPH pump with float. Plumbing sighted appears to be in good condition. Sump pump is serviceable, AC drainage was being pumped overboard during survey.

SUMP TANK LOCATION: Access is gained by opening lid on stair case that covers trash can. Remove trash can and sump pump is located below in bilge, centerline amidships. (Note: Recommend that this area be cleaned).

STEERING SYSTEM

STEERING SYSTEM

TYPE: Power assisted.

NUMBER OF STATIONS: One (1) helm station located at the open cockpit/bridge deck on starboard side.

LINES AND FITTINGS: Flexible hose with metallic swage fittings. Appears serviceable. No leaks sighted.

PRESSURE/RESERVOIR TANK READING: Level of power steering fluid is full.

ACTUATOR CYLINDER: Appears serviceable.

MOUNTING: Cylinder and ram actuator is well secured.

GROUND TACKLE

GROUND TACKLE

* ANCHORS: [C17] Number: Two (2). Type: Plow type. Location: Loaded in anchor platform on bow. Type: Fluke style. Location: Transom locker. Both anchors are serviceable. The anchor lanyard on bow is missing the clip to hook to chain.
* RODE MATERIAL: [C18] Chain and nylon rode on bow, appears serviceable. The rotating shackle screw pins are not moused to the shackles and screw pin on chain shackle is not fully set. Spare anchor in transom locker is all rope rode, appears serviceable. (Note: Recommend all rode be removed inspected, and checked for length and marked for scope).
* WINDLASS: [C19] Mfg: Lofrans. Model #: Marlin-ML 001963, 400 watt, 12 volt. Remote operation from helm and two (2) foot switches. Windlass operated from helm station but failed to operate with foot switches.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: Mfg: Raymarine. Location: Helm station. Powered up.

SPEED LOG: MPH speed gauge at helm station, serviceable.

DEPTH SOUNDER: Mfg: Lowrance. Model #: 3500. Location: Helm station. Powered up and appears serviceable.

COMPASSES: Mfg: Ritchie. Location: Helm station. (Note: Consideration should be given to having the compass professionally swung, corrected and a deviation table produced if the vessel is to be operated off-shore).

* ANTENNAS: [B5] VHF antenna mounted with stainless steel adjustable mount on starboard side. Cracked at base and weathered. Owner has new antenna to install.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: Mfg: Clarion-Marine. Model: XMD1. Location: Port side in salon. Six (6) disc CD changer by Clarion-Marine. Model: XM665. Both powered up and operated.

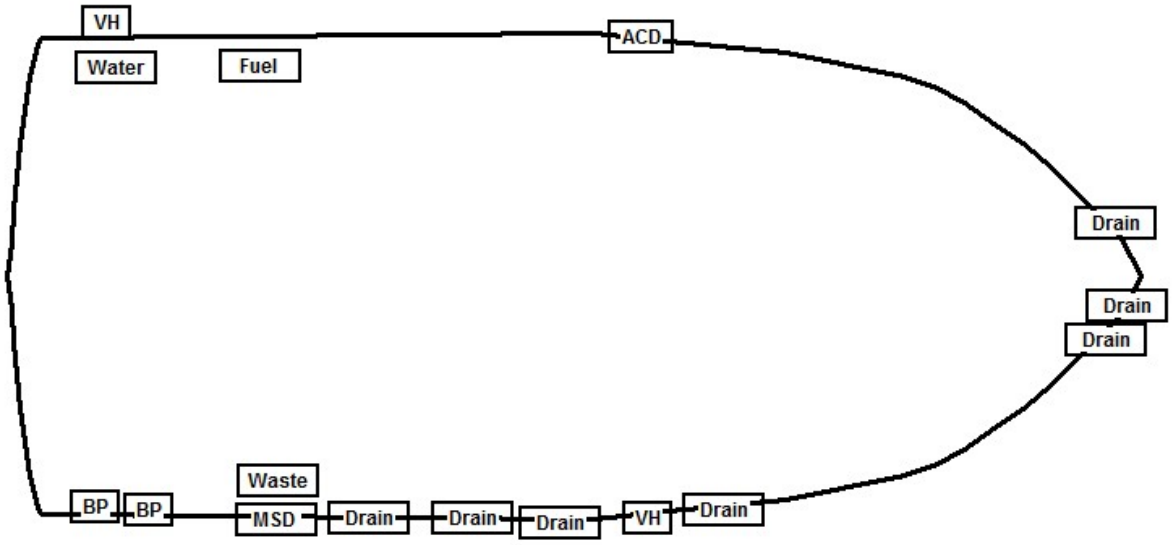
SPEAKERS: Speakers sighted in cabin areas and cockpit areas and functional.

THRU-HULLS

THRU-HULLS:

NOTE: The following thru-hull diagrams may not indicate the exact location of the various items shown and should be used for general orientation purposes only.

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



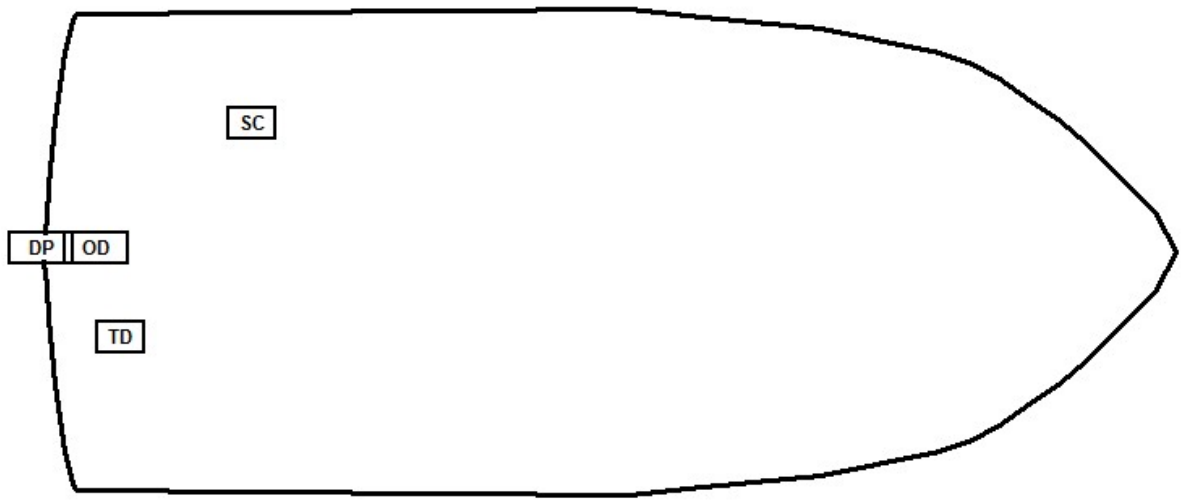
Abbreviation	Description
ACD	AC Dischg
BP	Bilge Pumps
Drain	Drain
Fuel	Fuel Fill
MSD	MSD Vent
VH	Vent Hose
Waste	Waste Pump Out
Water	Water Fill

**Red Icon(s) with white text indicates inoperable item.

THRU-HULLS

THRU-HULLS:*(continued)*

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
DP	Drain Plug
OD	Outdrive
SC	Seacock
TD	Transducer

**Red Icon(s) with white text indicates inoperable item.

NOTE: It is the surveyor's opinion and a recognized prudent practice, that all seacocks be operated and serviced regularly to ensure correct function and operation. Periodic disassembly and internal inspection of thru-hull fittings and seacocks should be performed on a rotating basis each time the vessel is hauled. I recommend inspection includes a static test conducted on each thru-hull fitting to determine the degree of deterioration/degradation for both metal and composite fittings.
I also recommend that all below the waterline thru-hulls have a soft tapered wood plug of the appropriate size at every thru-hull fitting to function as an emergency plugging device. Plugs can be either secured to the hose/fitting, attached with light line or stored in a portable " Damage Control" kit that is readily accessible.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: The common bonding system appears to be well established where sighted. The level of protection was not checked with a corrosion meter. However, the conductors and connections appear to be in compliance with ABYC E-2 voluntary standards. (Note: Monitor all bonding connections for corrosion and loose connections; apply a corrosion inhibitor to all connections and terminals).

THRU-HULL FITTINGS: Appear to be bonded.

SEA STRAINERS: Appear to be bonded.

PUMPS AND MOTOR HOUSINGS: Appear to be bonded, where sighted.

ENGINE: Appears to be bonded and grounded.

LIGHTNING PROTECTION: Elements of a lightening grounding system not sighted. (Note: Recommend lightening protection is installed in compliance with ABYC E-4 voluntary standards).

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Five (5), including a youth size, Type III USCG approved. Located: Under helm seat and under cockpit aft facing seat. Serviceable. (Note: No person may use a recreational vessel unless at least one Personal Flotation Device (PFD) is available for each person on board and must be USCG approved, in serviceable condition, and readily accessible. Per Code of Federal Regulations (CFR). CFR 33, Sec.175.15).

* NUMBER OF THROWABLE PFD'S: [A2] None sighted.

* FIRE EXTINGUISHERS: [B6] One (1) Type BC located at helm station, gauge in green. One (1) Type BC located in the galley lower cabinet, gauge in green. One (1) Automatic Halon 1301 fire suppression system, gauge in green. All fire extinguishers are well secured and USCG approved. No annual inspection tags sighted.

* VISUAL DISTRESS SIGNALS: [A3] None sighted.

SOUND DEVICES: 12 volt electric horn. Operable. (Note: Recommend having a back up hand held air horn onboard).

NAVIGATION LIGHTS: Sidelights are operable. Sternlight not tested. (Note: Plug in sternlight and test prior to operating from sunset to sunrise).

"NO OIL DISCHARGE" PLAQUE: Properly displayed in engine space.

TRASH DISPOSAL PLACARD: Properly displayed in companionway on step/lid of trash can.

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.: None Sighted. (Note: Highly recommended if operating off-shore or on the Great Lakes).

* FIRE ALARMS: [B7] None installed.

* BILGE WATER ALARM AND SAFETY SWITCHES: [B8] One (1) high level emergency bilge pump installed with float switch. No audible alarm noted.

SEARCH LIGHT: 12 volt stainless steel light mounted on bow rail. Mfg: Jabsco. Model #: 63022. Operated remotely from helm station, operable.

FIRST AID KIT: None sighted. This is highly recommended.

* FUME SNIFFER ALARM SYSTEMS: [A4] Carbon monoxide fume detector located in main salon area on port side. The detector is not functioning properly. Owner states he will renew.

MAN OVERBOARD SYSTEM: None sighted. This item is highly recommended.

BILGE PUMPS

LIST: Two (2) Rule 1100 GPH with float switches located in engine space, centerline and forward of engine. Main switch at helm and float switches powered up pumps. Bilge pumps are wired directly to battery power. (Note: Recommend that the pumps and plumbing is checked for functional operation by filling bilge with enough water to pump overboard).

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Two (2) stainless steel 48-823664, three bladed. Pitch: 22. Well secured and serviceable. Minor nicks noted on outer edge of blades.

* OUTDRIVE: [C20] Pitting from corrosion sighted on areas of outdrive. The corrosion has been cleaned and painted. Rust/corrosion sighted on exterior transom assembly. Anodes are due for renewal. Lines and fittings appear serviceable, no leaks sighted. Drive operated up and down and responded to steering controls. Oil screw removed and lubrication is at normal level and no signs of water intrusion. Serviceable.

* TRIM TABS: [C21] Hydraulic system. Actuators and tabs are well secured and in good condition. Lines, fittings, and pump sighted in engine space, appears serviceable. Anodes need renewal.

THRU-HULLS: Bronze and free of marine growth, serviceable.

TRANSDUCERS: Plastic depth sounder, serviceable.

CONDITION OF HULL (WETTED SURFACE)

HULL (WETTED SURFACES): Sighted the hull's wetted surface and sounded with a phenolic hammer approximately every 8" inches. Found to be fair to the eye and sound. Serviceable. There is a minor scratch the gel coat near at bow keel area. Caused by a bolt that was protruding through the bunk carpet on trailer. Owner removed the bolt. Bottom could not be inspected in the areas of contact with trailer bunks.

BLISTERS: There was no readily detectable visual evidence of blistering.

CONDITION OF BOTTOM PAINT: No bottom paint. (Note: Highly recommended if the boat is to stay in the water).

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE: One (1) Reverse cycle unit. Mfg: Taylor Made-Cruisair. Location: Under the aft dinette seat cushion. Capacity: 7,000 BTU. Model #: SRX7-M12. Serial #: K000017. Cooling and heating modes operated and serviceable.

HOSES, CLAMPS AND CONNECTORS: Flexible hose at seacock to sea strainer is in good condition and double clamped. Seacock is operable and sea strainer appears in good condition, both are well secured. Flexible hose for water supply and drainage appears in good condition and single clamped. No leaks sighted. Condensation drains into sump pump and pumped overboard on port topsides. Seacock at discharge thru-hull is serviceable.

RAW WATER COOLING PUMP: 115 volt AC electric pump. Serviceable.

DRIP TRAYS: Minor surface corrosion sighted. Clean and monitor. Serviceable.

AIR CONDITIONING AND HEAT (HEAT)

TYPE: Reverse cycle.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: The "Infinity" was operated on Lake Lanier at various throttle settings in order to determine the vessel's performance from 1350 hours to 1435 hours. Attending the sea trial were Mr. Owner and Eric Dickerson, SA. The fuel tank was 50% full and water tank was empty. The temperature was 72 degrees fahrenheit and weather was overcast with calm winds and calm sea state. The vessel handled well and responded well with the following observations recorded during the sea trial activities.

OBSERVATIONS

* OBSERVATIONS: [B9]

1. The engines started without excessive cranking.

2. The cooling water exhaust appeared adequate and normal.

3. The oil and volt engine instruments operated within normal operating limits at idle, cruising speed, and maximum throttle. The temperature instrument readings appear to indicate that the vessel is operating at cooler temperatures than expected of a V-8. The oil, temp, and volt gauge are cloudy.

4. Manufacturer's recommended max RPM is 4200-4600.

5. Engines reached 4200 RPM at full throttle.

6. The steering system operated normally.

7. The throttles operated normally.

8. The transmissions operated normally/smoothly.

9. The back down test was satisfactory.

10. There were no excessive vibrations noted.

11. There were no oil leaks observed. As noted earlier in report, the wet exhaust is leaking at the vertical hose to pipe connection on the starboard side of engine.

TRIAL RUN DATA

NOTE: "RPM" refers the revolutions per minute. "BATTERY" is volts of charge from the main engine's alternator. "OIL" is the oil pressure in pounds per square inch. "TEMP" is the water temperature in degrees Fahrenheit.

SEATRIAL REPORT

TRIAL RUN DATA *(continued)*

MAIN ENGINE:

SPEED	RPM	BATTERY	OIL	TEMP
Idle	780	13.6	40	100
Cruise	3600	14.0	50	110
Full	4200	14.0	50	120

PERFORMANCE DATA

DETAILS: The speed readings below were taken from the MPH gauge at the helm station. Two (2) runs were made at Cruise speed and Full Speed in two different directions.

<User Define>

SPEED	RPM	MPH/DIR	MPH/DIR
Cruise	3600	30/NE	32/E
Full	4200	38/N	40/SE

Deficiencies noted under ''SAFETY DEFICIENCIES''should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of USCG regulations.*

Deficiencies noted under ''OTHER DEFICIENCIES''should be addressed in the near future in order to maintain standards and to help the vessel to retain it's value. *Findings may also be in violation of the USCG Regulations.*

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

FINDINGS	*RECOMMENDATIONS*
A.1 (PAGE 7) EXHAUST SYSTEM: The starboard exhaust riser is leaking at the vertical hose to pipe connection.	*Follow up with owner and Do Not operate vessel until this leak is proven repaired.*
A.2 (PAGE 13) NUMBER OF THROWABLE PFD'S: A Type IV-USCG approved throwable device not sighted on vessel	*Equip vessel with a Type IV-USCG approved throwable and mount on the bridge deck/cockpit to be immediately available. Per CFR 33, Sec. 175.15 (b) and Sec 175.19 (b).*
A.3 (PAGE 13) VISUAL DISTRESS SIGNALS: Visual distress signals not sighted on vessel.	*Vessels operating in Coastal Waters, the Great Lakes, and US boats on the high seas must comply with USCG regulations for Visual Distress Signals, per 33 CFR Sec. 175.110 & Table 175.130.*
A.4 (PAGE 13) FUME SNIFFER ALARM SYSTEMS: The carbon monoxide detector is not functioning properly.	*Follow up with owner on installation of a new carbon monoxide detector. Do not operate vessel until a working carbon monoxide detector is installed and tested.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.1 (PAGE 6) ACCESSORIES: Spare butane cylinder cartridge stored loose on portlight ledge in galley.	*Remove the butane from vessel or store on exterior of vessel in a polyester propane/butane storage bag with adjustable straps and snap connectors that can be attached to the horizontal bow rail.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.2 (PAGE 6) BOAT TRAILER: The port third tire and starboard first tire are missing lug nuts. The starboard first tire is missing bearing grease cap.	*Install lug nuts and bearing grease cap prior to pulling the trailer on public roads.*
B.3 (PAGE 8) TRANSOM ASSEMBLY: A small amount of water and surface corrosion sighted on the interior of the transom assembly.	*Dry, clean, and monitor. If persists, have a qualified marine mechanic inspect the transom assembly seals and bellows for water tight integrity.*
B.4 (PAGE 8) BATTERIES: Batteries are not secured and terminal protection covers are loose and not protecting connections. Corrosion sighted on terminal connectors.	*Re-install or replace battery straps/brackets. Repair or renew terminal protectors. ABYC E-10, 10.7 voluntary standards. Clean terminals and apply a corrosion protector/inhibitor.*
B.5 (PAGE 10) ANTENNAS: VHF antenna is cracked at base and weathered. Owner has new antenna to install.	*Follow up with owner on installation of new antenna.*
B.6 (PAGE 13) FIRE EXTINGUISHERS: Fire extinguishers do not have annual inspection tags.	*At least once a year, a full maintenance check should be made by a qualified fire extinguishing facility. A tag should be attached showing the date of such maintenance check. Per ABYC A-4.Ap.5.4.2 & Ap.6.3. voluntary standards.*
B.7 (PAGE 13) FIRE ALARMS: No smoke alarm installed on vessel.	*Install a smoke detector. According to NFPA, smoke detectors have proven effective in two important ways; alerting people thus permitting their timely escape and by providing a mechanism for setting in motion the early extinguishing of fire by the occupants or others.*
B.8 (PAGE 13) BILGE WATER ALARM AND SAFETY SWITCHES: No high water bilge alarm noted.	*An audible alarm should be installed indicating that bilge water is approaching the maximum bilge water level. Per ABYC H-22.7.3 voluntary standards.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.9 (PAGE 14) OBSERVATIONS: The water temperature instrument readings recorded are 100 degrees F at idle, 110 degrees F at cruising speed, and 120 degrees F at maximum throttle. Appears vessel is operating cooler than designed, It is the surveyor's opinion that the operating temperature would be around 160 degrees F for a V-8. The oil, temp, and volt gauges are cloudy.	*If vessel continues to run at cooler operating temperatures, have a qualified marine mechanic investigate for removed or stuck open thermostat, or improperly functioning gauge. A lens restorer kit could be used on the cloudy gauges if deemed necessary.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.1 (PAGE 5) EXTERIOR HULL: The port topsides has two (2) gouges, approximately three (3) inches each, on the amidships area. Owner states that he will repair these two (2) gouges. The black boot stripe is worn along a majority of the bottom edge throughout and two (2) spots, on the port side, are worn the for most of the thickness of the stripe. The gelcoat on the starboard side sheer line, located in the area below port lights, is dull for an estimated area of two (2) feet. Owner states that this was due to the removal of a decal and not a repair.	*Follow up with owner on the repair of the two (2) gouges to the gelcoat on the port side. Consideration should be given to wax and buff the dull area on the starboard side and to repair boot stripe for aesthetic purposes when convenient.*
C.2 (PAGE 5) TRANSOM: Transom accessory storage locker, needs to be cleaned on the inside and pneumatic cylinder is non-operable. The swim platform has two (2) noticeable chipped and gouged areas to the gelcoat along the edge and rub rail is marked from rubbing. The owner states he will repair the noted gelcoat areas on the edge of swim platform.	*Clean inside transom locker and renew pneumatic cylinder. Follow up with owner on the gelcoat repairs to the swim platform.*
C.3 (PAGE 5) BILGE: Engine space bilge is a gray gelcoat and it is dirty with oil/fluid residue and has an estimated one (1) inch of water.	*Clean and dry bilge. Oil should be contained and disposed of properly. Federal Water Pollution Act prohibits the discharge of oil into or upon the navigable waters of the United States. The engine space should be monitored every time aboard vessel to monitor for water and machinery fluid leaks.*
C.4 (PAGE 5) CHAIN LOCKER (DRAINAGE): Standing water sighted at the chain locker hatch drain and locker drain.	*Check drains for blockage, clear and flush with water.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.5 (PAGE 6) COCKPIT: The back cushion for the aft bench seat has a large area of discoloration. The coaming cushion for the port side sun lounger has a large tear in the vinyl. The bottom cushion for the port sun lounger was not onboard, owner stated that the cushion was at the upholstery shop for repair.	*Repair or renew if deemed necessary. Follow up with owner on the sun lounger bottom cushion.*
C.6 (PAGE 6) BIMINI/COVERS: Each bimini was retracted and covered at time of survey. Each bimini was not fully inspected, cover was unzipped only. The forward bimini's zipper is torn. The rear bimini appears serviceable. A cockpit cover was sighted in the transom locker, condition was not inspected. What appears to be a camper package was sighted beneath the helm seat in the storage locker, not inspected.	*Inspect each bimini, cock pit cover, and camper package when convenient. Repair or renew if found necessary.*
C.7 (PAGE 6) BOAT TRAILER: One bolt from port inner bunk was removed by owner due to being loose and scratching bottom of boat during loading and unloading of vessel.	*Install bolt on port inner bunk and cover to prevent damage to bottom of vessel.*
C.8 (PAGE 7) JOINERY AND FINISH: The gold plastic trim in salon area is peeling and showing discoloration.	*Renew if deemed necessary for aesthetic purposes.*
C.9 (PAGE 7) WATER INTRUSION SIGNS: Mid-cabin mattresses have water stains and beneath the mattresses is wet. Owner states this was caused by having the mattresses cleaned.	*Follow up with owner that this area was dried out properly and stains removed.*
C.10 (PAGE 7) FLOOR: Carpet is loose (unglued from sole) and stained.	*Secure carpet and clean properly or renew.*
C.11 (PAGE 7) REFRIGERATION: Refrigerator door has a small puncture on front.	*Repair or renew door if deemed necessary.*
C.12 (PAGE 7) THROTTLE CONTROLS: The safety lanyard for ignition cutout switch is disconnected and in poor condition.	*Renew lanyard and connect to cutout switch.*
C.13 (PAGE 7) DRIP PANS: No drip pans sighted.	*Place oil absorbent pad under engine. Federal Water Pollution Act prohibits the discharge of oil into or upon the navigable waters of the United States. The engine space should be monitored every time aboard vessel to monitor for machinery fluid leaks.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.14 (PAGE 7) EXHAUST SYSTEM: Minor corrosion stains sighted on exhaust manifolds/risers.	*Every 4-5 years a marine mechanic should remove and inspect the risers and replace the riser to manifold gaskets. Have inspected when convenient due to last inspection unknown. Until inspected always monitor engine temperature, wet exhaust flow, hard starts (could be sign of water in cylinders), leaks and corrosion around the exhaust manifold/riser connections.*
C.15 (PAGE 9) INSPECTION/CLEANING ACCESS: No inspection/cleaning access sighted for fresh water tank.	*Disinfect fresh water system. Flush entire system thoroughly by allowing potable water to flow through it; Drain system completely; Fill entire system with a chlorine solution having a strength of at least 100 parts per million, and allow to stand for one (1) hour; Drain chlorine solution from entire system; Flush entire system thoroughly with potable water; Fill system with potable water. Per ABYC H-23, Appendix 1.*
C.16 (PAGE 9) TYPE: The hot water unit is corroded at the bottom and appears that it will need to be replaced in near future.	*Renew when convenient.*
C.17 (PAGE 10) ANCHORS: The anchor lanyard on bow is missing the clip to hook to chain.	*Install clip on anchor lanyard.*
C.18 (PAGE 10) RODE MATERIAL: The chain to anchor rotating shackle screw pins are not moused to the shackles and screw pin on chain shackle is not fully set.	*Tighten screw pin on chain shackle and wire/mouse pins to shackle.*
C.19 (PAGE 10) WINDLASS: Windlass failed to operate with foot switches.	*Inspect and repair.*
C.20 (PAGE 13) OUTDRIVE: Minor corrosion sighted on exterior transom assembly area and anodes are due for renewal.	*Clean and apply protective paint to corrosion on outer transom assembly area. Renew all anodes on the outdrive. Use magnesium anodes for freshwater and zinc or aluminum anodes for brackish and saltwater.*
C.21 (PAGE 13) TRIM TABS: Trim tab anodes need renewal.	*Renew. Use magnesium anodes for freshwater and zinc or aluminum anodes for brackish and saltwater.*

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:
It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after a the survey has been completed and the findings have been organized in a logical manner.

The BUC grading system of condition for a vessel sold within a given time period, has been used as a consideration to grade the vessel and to determine the Market Value. Developed by BUC RESEARCH and generally accepted by the marine industry, for a vessel at the time of survey, it is also determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE.

The following grading system has been used as a standard for determining the vessel's condition:

''EXCELLENT (BRISTOL) CONDITION'': has been maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

''ABOVE AVERAGE CONDITION'': has had above average care and is equipped with upgraded operational systems.

''AVERAGE CONDITION'': has had average care, is ready for sale requiring some additional work and normally equipped for her size and intended use.

''FAIR CONDITION'': requires more than normal maintenance to prepare the vessel for sale.

''POOR CONDITION'': substantial yard work required and devoid of extras.

''RESTORABLE CONDITION'': enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is
OVERALL VESSEL RATING: Average

STATEMENT OF VALUATION:
1. The ''FAIR MARKET VALUE'' is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:
a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Four (4) Comparable vessels from BUCValuPro™ were adjusted for BUC® Condition in the Southeast area, averaged, and highest and lowest not used.
1. 2001 Sea Ray 270 Sundancer. Fair Market Value: 28,700-31,900 US$. Replacement: 126,000 US$.
2. 2001 Sea Ray 270 Sundancer. Fair Market Value: 30,300-33,700 US$. Replacement: 133,000 US$.
3. 2001 Sea Ray 270 Sundancer. Fair Market Value: 29,800-33,100 US$. Replacement: 131,000 US$.
4. 2001 Sea Ray 270 Sundancer. Fair Market Value: 38,500-42,800 US$. Replacement: 156,000 US$.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the ''FAIR MARKET VALUE'' of the subject vessel with trailer is:

$34,500

Thirty Four Thousand Five Hundred Dollars

2. The ''ESTIMATED REPLACEMENT COST'' indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. ''ESTIMATED REPLACEMENT COST'' of the subject vessel is:

$132,000

One Hundred Thirty Two Thousand Dollars

SUMMARY:
In accordance with the request for a marine survey of the "Infinity", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on April 18, 2013 and was found to be a standard production Sea Ray 270 Sundancer; no unusual modifications or changes were observed. The vessel appeared to be a well constructed recreational vessel. The general appearance of the exterior hull and sightings from the engine space indicates the vessel is in a condition relative to its age. Searches of the "USCG Recall Notice Database" revealed no recalls on this particular model and model year. Subject to correction of deficiencies listed in section IV A. (Safety), and section IV B. (Other Deficiencies Needing Attention), the "Infinity" is considered to be suitable for recreational boating. Other deficiencies list should be attended to in the near future to enhance the appearance and maintenance of vessel.

SURVEYOR'S CERTIFICATION:
I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

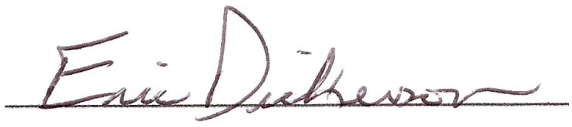
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Eric Dickerson

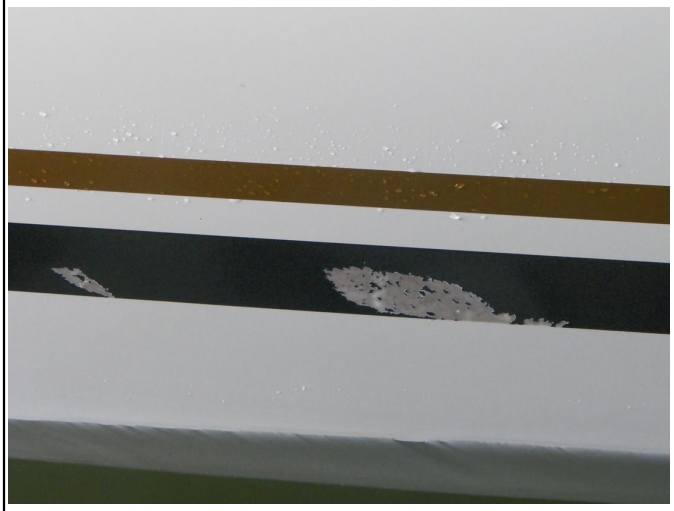
MEMBER
ABYC®
Setting Standards for Safer Boating

VI. PHOTOGRAPHS

HIN#

Afloat at dock

Port topsides gelcoat gouges



Port topsides boot stripe worn

Torn cushion sun lounger

Discoloration aft bench cushion

Torn zipper forward bimini

Walk thru windshield

Terminal protection loose and corrosion on terminal

Transom/swim platform/cockpit

Bridge deck

Carpet main salon area

Mid-Cabin

Stained mattresses mid-cabin

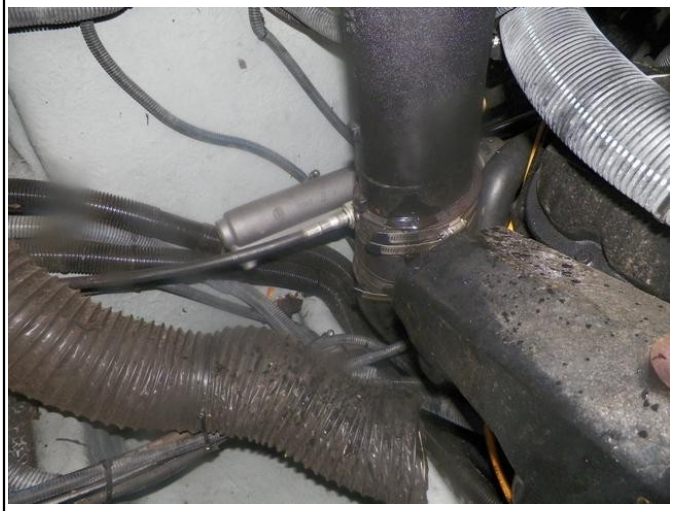
Dinette

V-Berth

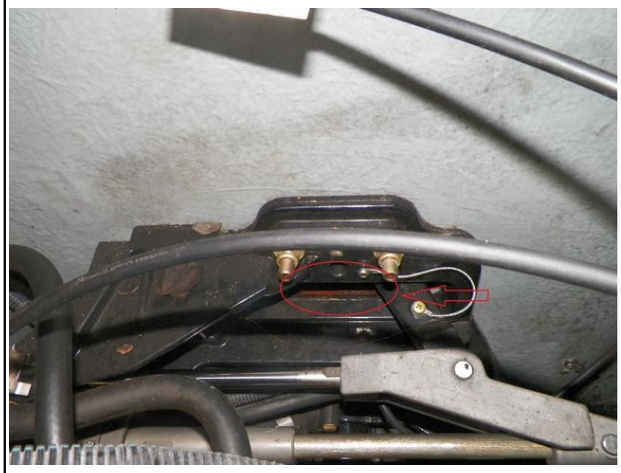
Galley

Head/Shower

Engine space



Starboard Exhaust Leak



transom assembly wet/corrosion

Hot water tank corroding at bottom

Front view vessel on trailer

Rear view vessel on trailer

VI. PHOTOGRAPHS

Starboard view of vessel on trailer

Port view vessel on trailer

Outdrive unit

Bow bottom

Starboard bottom

Port bottom

Tire missing lug nut and bearing grease cap

Axle cover dented